

BARRE DAILY TIMES

SATURDAY, JUNE 14, 1919.

Published Every Week-Day Afternoon by
THE BARRE DAILY TIMES, INC.
Frank E. Langley, Publisher

Entered at the Postoffice at Barre as Second-Class Mail Matter

SUBSCRIPTION RATES

One year by mail.....\$4.00
Three months by mail.....\$1.00
One month by mail.....40 cents
Single copy.....5 cents
All subscriptions cash in advance.

MEMBER OF THE ASSOCIATED PRESS

The Associated Press is exclusively entitled to the use for republication of all news dispatches credited to it or not otherwise credited in this paper, and also the local news published therein.

Yes, invite Germany into the league of nations and put her in the "Amen" corner, too.

Those "cats 'em alive" stories which are coming out of Jess Willard's training camp look as if they were well pressed.

The divinity schools are turning out remarkably small classes this month. It isn't because of lack of opportunity to do good work.

It is not true, appearances to the contrary notwithstanding, that the United States government is dependent upon fines imposed in district court in Vermont for its upkeep.

With the American winter wheat crop forecasted as the greatest ever known and with the spring wheat crop nearly up to the high record mark of last year, the food problem in the United States is likely to be much easier to solve than it has been for several years back.

Karl Muck, former director of the Boston Symphony orchestra, may find a more sympathetic audience in Europe than in the United States. His opportunities for exercising his talent would be greatly curtailed in the United States anyway.

Strangely enough, District Attorney Tufts of Massachusetts goes right on with his investigation of the terrorist plot which found expression in a concerted attempt to blow up houses and kill occupants in eight cities. Such obstinacy on the part of the prosecuting officer is not according to the program of the terrorists and must be rather disconcerting.

The Methodists of the United States have continued the pace set in various war drives by oversubscribing their desired amount of approximately \$140,000, although New England is lagging somewhat behind in making up its quota. But there seems to be every expectation that New England will come up to the mark before the campaign officially closes.

Even though a passenger walk had been erected on a railroad bridge at Newport, a woman and her daughter chose to walk on that side of the bridge on which there was no recognized right of way except for the railroad trains, with the result that both were killed by a train recently. Why people will persist in taking the path of danger when a place of comparative safety is provided has never been satisfactorily explained and never can be explained, probably.

Like every other town in Vermont which is traversed by railroad trains, St. Johnsbury has grade crossings, and some of the crossings in St. Johnsbury are places of great hazard, for instance, the crossing on the road leading from the main business section to Summerville. There is a steep grade at that point and then several tracks at the foot of the hill, the combination of dangers being accentuated by the obstructed vision on either side of the approach from the west. The placing of gates at that crossing would seem to be absolutely necessary for safety. However, the most recent grade crossing accident was not at that point but at a place two miles east of St. Johnsbury village and on the road to East St. Johnsbury, a freight train striking an automobile and shaking up the passenger.

Numerous pleas of guilty in United States district court at Montpelier to the charge of smuggling opium into the United States from Canada are calculated to limit the practice of smuggling in the stuff until the lesson of the results in these cases shall have worn off. Meanwhile the government agents will, of course, keep a close watch on the persons who engage in the illegal traffic or who are suspected of being concerned in the importation, so that the more hardy adventurers in the business will have a hard time getting through the net. Law-abiding people and those who regret the demoralizing effects of the opium on the victims of the habit should lend what assistance they can command toward the complete wiping out of the illicit trade. The progress thus far made in a good cause should be maintained, and accelerated if possible.

VERMONT'S POOR SHOWING IN NORMAL POPULATION GROWTH.

The story of Vermont's failure to make appreciable gains in population is partly told in the birth statistics presented by the U. S. census bureau for 1917, as contrasted with the death statistics. This report gives the figures of the 20 registration states of the country, and of the 20 Vermont stands next to the lowest in the percentage of excess of births over deaths. The only state lower is New Hampshire, which has 28.3 per cent excess of births over deaths, while Vermont has 38.1. Maine is somewhat better than Vermont with 42.7, and Massachusetts, Rhode Island and Connecticut, the other New England



Waiting at the gate is all very well, but don't wait to get your summer togs. Waiting is often overdone and you get only the tag end of things at the last minute.

Our summer styles are all right and all ready.

Palm Beach and two-piece suits, the coolest of the cool, \$15, \$20, \$25.

Fine, true blue serge, \$30, \$32.50, \$35.

Cheviots, homespuns, fancy mixtures, \$20 to \$25.

What your tailor?

F. H. Rogers & Company

states, have a far better showing than the other three of the geographical division. But none of the figures of the New England states approach some of the states, notably Utah, North Carolina (white population), Minnesota, Virginia (white population) and Wisconsin, all of which range above 100 per cent of excess.

However, when it comes to the rate of infant mortality, Vermont makes an improvement in her standing, there being only seven states with a more satisfactory record. These mortality statistics relate to deaths of infants under one year of age for every 1,000 of living births. These latter statistics indicate that Vermont is making progress in the saving of children's lives. In fact, Vermont has the best record in this respect of any of the New England states, which is reassuring, although it does not make up for the disquieting statistics regarding the small excess of births over deaths.

Vermont, it is revealed by those statistics, is more a state of old people than the newer states of the Middle West and other parts of the country. The young men from the Green Mountain state have been drawn to other sections by the apparently more alluring prospects, leaving the more elderly to carry on the activities of the commonwealth. But there are more and more signs that the outward trend of the young population will be checked if not entirely stopped in due season and that Vermont will not be made to suffer so much as it has suffered in a long series of decades.

Compensation.

He—You are so frightfully tanned. She (just back from shore)—I know it, but I match my shoes now, perfectly. —Boston Transcript.

Not Flattering to Fred.

Belvidere Republican—"Fred Lewis sang three times at the Soldiers' club at Rockport last evening. Many of the members are men from overseas, accustomed to all kinds of hardships." —Boston Transcript.

Revised Songs.

For the bolshevik:
Loaf for the night is coming,
Loaf through the morning hours—
For the sublet-saloon frequenter:
We shall meet but we shall miss it,
There's not even kickless beer—
For everybody:
Haste thee, Peace, and bring with thee
Prices as they used to be—
—Boston Transcript.

RETURNED SOLDIERS

teachers and others can pass the spring and summer months in adventure at the

ALBANY BUSINESS COLLEGE

in preparation for positions offering opportunities for promotion.
Write for new catalogue.
CARNELL & HOIT, Albany, N. Y.

A pencil
A note book
A shorthand text

and
a part of your spare time in our
Summer School or Home Study
and you will be able to earn a better salary

THE MONTPELIER BUSINESS SCHOOL

Odd Fellows Bldg., Montpelier, Vt.
Tel. 517-M Ira Richardson, Prin.

The Home of Barre Granite

We are all proud of the distinction which we enjoy as the "Home of Barre Granite."

We are not only proud of the quality of our product, but we are also proud of the men who, through all the history of the industry, have held steadfast in their confidence and aspirations that some day Barre would occupy the position of leadership in the monumental industry, a position which she unquestionably enjoys today.

In the development of this basic industry, Barre has builded many splendid examples of civic progress; she has schools, churches, hospital, banks, hotel, library and fire department that would be a source of pride to any first-class New England city.

Occupying as she does the industrial leadership of the state, she is known as a city of workers and she glories in the same.

No individual or community of individuals can gain the fullest success unless they do something. People and communities are like streams of water: they get stagnant unless they move.

However, Barre is not content to live on her reputation; she knows that she must "carry on," seeking new industries and other means of growth and development in order to make secure the prestige which she now holds. She is always glad to consider new opportunities which may be presented for her people to gain an honest living under decent conditions. Her people work and save, and she welcomes others to come and work and save. The fact that she is a city of working people is her most valuable asset.

This bank stands for the support of any honest effort in Barre that will increase the happiness and prosperity of her people.

One For All—All For One: That's Barre

The Peoples National Bank of Barre

4 per cent.—National Bank Protection for Your Savings—4 per cent

CURRENT COMMENT

A Violent Presumption.

The Barre Times thinks the appointment of Frank D. Thompson of Barton as reporter of the supreme court means that ultimately he will be elevated to the bench. As Hon. Frank Plumley would say, this may be a "violent presumption." —Rutland Herald.

Barre as a Convention City.

Barre is fast getting the reputation of being an ideal convention city. The glowing terms in which the ladies who attended the Vermont Federation of Women's Clubs at Barre last week speak of their entertainment will tend to make other cities in Vermont just a little more receptive. This much is true, Barre has some whole-soul citizens—the self-made kind. The snobbish rich class do not live in Barre. —Waterbury Record.

Barre Absolved.

Rutland points to its tax rate of \$2.20 and as compared to that of Barre, which is \$3.40. And Rutland has not committed herself to a petty policy which calls for the taxation of ladies' engagement rings. —Montpelier Argus.

The Montpelier contemporary does not clearly indicate whether it is hitting Barre for conducting an anti-matrimonial agency, or whether its dart is intended for its own community. So far as has come to attention in Barre, there is no such a policy carried out, the policy of assessing prospective brides for the sparklers denoting their marriage engagements. We wish the contemporary would be more explicit and inform the public what municipality turns the dirty heart to the matrimonially inclined. —Barre Times.

We hasten to absolve Barre of such short sighted policy. —Montpelier Argus.

Railroad Future of New England.

What Director-General Hines said concerning the future of the New England railroads the other evening will be warmly endorsed by all who are acquainted with the situation. New England has undoubtedly suffered from the lack of attention among the several lines which serve this portion of the country. When the railroads are returned to their owners some rational plan of consolidation ought not only to be permitted but should be made compulsory as Mr. Hines suggests. It is only by such coordination of control that we can ever have a unified and smooth-working transportation policy.

The national government, during its relatively short era of operating experience, has learned one great lesson. It has found out that its old policy of bounding the roads, forbidding them to consolidate, and denying them adequate income was unfortunate both in its conception and in its consequences. If the recommendations of Director Hines are followed the government will now compel the roads to do exactly what it laid them into court for trying to do some years ago.

And the government is not alone in

its reversal of old opinions. The public has learned more wisdom concerning the railroad situation in the last two years than in the preceding twenty. We no longer hear anything about the economy or the efficiency of public operation. Even Mr. Hines realizes what people now think of that doctrine. "We ought to get back as far as possible," he says, "to the high class of service rendered by private control before public control began." That, surely, is not only a sound proposal but a large confession. —Boston Herald.

The Obsolete Nickel.

Among the numerous evils following in the train of war is the abolition of the old-time trolley fare. A nickel was formerly the almost universally accepted standard. Not one citizen in a million expected ever to see the time when a car ride would cost more than that. The tendency, indeed, before the war, was downward. Cleveland established three-cent fare, on a sliding scale based on actual cost of service, and succeeded pretty steadily in holding the fare down to

that minimum. Detroit had three-cent workingmen's fares. Other cities hoped to effect similar economies. But the standard remained at five cents. Now a compilation made by the American Electric Railway association shows that the five-cent fare is rapidly vanishing and may be doomed to extinction. Of 227 cities in the United States and Canada with a population of 25,000 or more, 174 are paying increased fares, and of the remaining 53 are seeking some sort of financial relief. About the same situation is found in the smaller cities equipped with car lines. In Cleveland, the three-cent city fare has risen to five cents with an extra cent for a transfer. In 155 communities the fare is now six cents. In many cities the fare is raised to seven or eight cents. In 27 cities it is 10 cents. Some other cities with a lower rate for daytime charge 10 cents for "owl service." Montreal charges 15 cents for owl service. So it goes. There is no more economy in patronizing street cars. People might as well buy automobiles, except that the price of flivvers is up, too. —Brockton Times.

To Get Just What is Wanted in Footwear



is an easy matter for any man or woman who comes to the Walk-Over Shop. With our large variety of styles, with a full range of sizes on each, we can fit you.



Come now, while our stock is complete; you are sure to find your size on the style that pleases you.

Look over our bargain table of Ladies' Low Shoes and Pumps. Small sizes, \$1.00, \$2.00, \$3.00

Rogers' Walk-Over Boot Shop

Russell's Week-End Specials

APOLLO CHOCOLATES, 75c boxes 59c; \$1.00 boxes 79c
75c BULK CHOCOLATES, per lb. 59c

At Our Fountain

LEMON SHERBET
CARAMEL AND VANILLA ICE CREAM
NEAPOLITAN BRICK ICE-CREAM.....75c quart brick

Russell's, The Red Cross Pharmacy

TRUSTEES:

GEO. L. BLANCHARD, Pres.
ALBERT JOHONNOTT,
Vice-President.
EDWARD H. DEAVITT,
Vice-President.
FRANK N. SMITH, Treasurer.
WILLIAM G. NYE,
H. JULIUS VOLHOLM,
HARRY DANIELS.

How to Open a Savings Account at the Quarry Savings Bank and Trust Co

STEP UP TO ANY WINDOW

—pass a dollar or more through to the teller and say, "Savings."

You will be given a signature card to sign, then a pass book with the amount of your deposit duly recorded. And that's all there is to it.

No questions to ask, no annoying details, NO RED TAPE.

So simplified banking makes it possible to say that "A Dollar and a Minute Opens a Savings Account at the Quarry Savings Bank & Trust Company."

QUARRY SAVINGS BANK AND TRUST CO.

BEN A. EASTMAN, Pres. H. J. M. JONES, V. Pres. C. M. WILLEY, Treas.
DIRECTORS:
Ben A. Eastman, J. M. Boutwell, W. G. Reynolds, A. P. Abbott, H. F. Cutler,
W. H. Miles, E. L. Scott, H. J. M. Jones, B. W. Hooker, H. H. Jackson

Vermont Mutual Fire Insurance Company

of Montpelier, Vt.

Ninety-First Year

Assets over - - - \$11,000,000.00
Membership - - - 46,000

Policies written under Mutual or Paid-Up Plan at actual cost—no profit

Consider this fact when placing your Automobile Fire Insurance

If you are seeking Insurance, see our Local Agent

McAllister & Kent

Agents for Barre, Berlin and Orange

Evidence

What you possess to-day is evidence of what you did yesterday. Recognizing this fact, it is easy to understand that twenty-five years hence you will be financially independent or financially "broke," in accordance with what you are saving now. To-day you are better able to earn and save money than you will be twenty-five years from now. Start a Savings Account and make regular deposits here where your savings will earn 4 per cent compound interest.

Accounts may be opened and deposits made by mail.

FIRST NATIONAL BANK

Montpelier, Vt.

You had better try it to-day

Our Lemon Cream Sherbet

is unsurpassed. Indeed, we claim that it is unequalled. We also make the same claim for our Vanilla and Chocolate Ice Cream.

Quality and service is our motto.

Drown's Drug Store

48 North Main Street



AEROLUX Ventilating Porch Shades

A porch equipped with

AEROLUX NO-WHIP VENTILATING PORCH SHADES is 10 degrees cooler. Keep the hot sun out. Let the cool breezes in. Let us equip your porch.

A. W. Badger & Co.

Undertakers and Licensed Embalmers; Personal Attention Given This Work—Tel. 447-W
A NEW AND UP-TO-DATE AUTO AMBULANCE